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Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,292 貳式拾玖百貳千肆萬壹第 日玖拾式月壹十年亥十二緒光 HONGKONG, SATURDAY, JANUARY 16TH, 1904 陸拜禮 號陸十月正年肆零百九千壹英港香 PRICE, \$3 PER MONTH

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8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
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NIGHT CARS.
1.45 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 11.15 p.m. Every 15 minutes.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
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[a2763]

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THE LEADING MINERAL WATER OF THE EAST
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BEWARE OF JAPANESE IMITATIONS.
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Bath to each room.
Dining-room and Cuisine under strict
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M. MATTHEW,
Manager. [a218]
Hongkong, 6th May, 1903.

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GOOD WORK, PROMPT RETURN.

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AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

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Absolute purity can only be obtained by distillation.

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" TONIC WATER.
" GINGER ALE.
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" LEMONADE.
" LITHIA WATER.

CALDBECK, MACGREGOR & CO.
GENERAL MANAGERS.

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Excellent Cuisine.

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Canton, 1st October, 1901.

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Excellent Cuisine and Wines.
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For Terms, apply to the
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Hongkong, 31st October, 1902.

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Town Office: 7, DUNDRELL STREET. [a1032]

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Hongkong, 2nd July, 1900.

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Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.

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MANAGER. [a2968]
Hongkong, 10th June, 1903.

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Cable Address—"BOA VISTA."

For Terms, apply to
THE MANAGER
[a224]

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THERE is no nicer place to spend a few days in quiet rest than

MACAO,

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MACAO HOTEL.

WM. FARMER,
Proprietor. [a3224]

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B, C, & CC are excellent Dinner Wines. D and E are After-Dinner Wines of a very Superior Vintage. ALL ARE GUARANTEED PURE KERNES WINES.

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD 31.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th JANUARY, 1904

HONGKONG is being asked to record an opinion on the fiscal changes proposed by the Right Hon. JOSEPH CHAMBERLAIN. The China Association have already responded to their committee's appeal on this question with no uncertain voice, and we have no doubt as to the result of the plebiscite now being taken among the other British residents. The difference between the Britain at home and the Britain abroad is great. The fact that

"Home-keeping youth have ever homely wits" was stated by the immortal SHAKESPEARE centuries ago, and despite the advantages of improved communication, the line still remains as true as when first written. Things that are obvious to the travelled Briton are not apparent, do not appeal, to the mass of the inhabitants of the United Kingdom, taken up as they are with their own parochial concerns. The little Englander is in a majority in many districts where Imperial questions are neither thought of nor understood. But the Briton who has lived in other parts takes wider views, sees more what is best for the Empire, and is better able to shake himself free from the trammels of local self-interest. Hence it is that the residents in Hongkong, although it is a free port, and practically much less affected than the Mother Country by fiscal changes, are able to come to a more rapid decision on the question that is now absorbing public interest in the British Isles. It is not wonderful, therefore, that they should have long since ceased to make a fetish of free-trade, should have come to recognise that free-trade exists only in the imagination of the professed disciples of CORDEN, and to be painfully cognisant of the fact that by clinging to this shadow they

are in danger of losing the substance. The gradual decay and, in many cases, the total loss of many British industries is but too apparent to us here, though the people of Little Pellington, who have been slumbering for the past half-century, may not be aware of the fact.

Nor are the British community in this Colony so callow as to be gulled with such consolations as those recently current at home; e.g.,—when the Glasgow sugar trade was destroyed by bounty-fed beet sugar from the Continent, the citizens were reminded that though sugar had gone "jam and pickles remained." Curiously enough, the same fallacious argument is now being revived in support of the decay of the iron and steel trades. The cheap German iron dumped into South Wales has, it is said, caused a revival in the tin-plate industry. As the chairman of one of the works has pointed out in the *Times*, this is very poor consolation at the best, and the profits made are very slender, while the loss to the iron industry is at least ten-fold greater than the gain to the tin-plate industry. The Ebbw Vale Mill, which had been working for one hundred years and employed 750 men, was closed at the end of November last in consequence of the dumping of foreign material at a price considerably less than it can be produced in South Wales. Mr. BRADFORD, the manager of these works, speaking at Ebbw Vale on the 3rd ult., said that the cost of production in Germany and England was practically the same. The difference in price was simply that, with a high tariff protecting their own industries, the Germans could well afford to sell their products at less than cost price. The so-called free-traders urge that if the Germans are so foolish as to sell surplus goods in England below the cost of production, consumers should thankfully accept them and consider themselves the gainers. Such short-sighted policy is almost incredible, and is perhaps really due to the exigencies of party government, which too often leads unscrupulous politicians to make use of any arguments which may seem to appeal to the selfishness of the masses. Thus, a favourite point raised by them is that fiscal reform in the direction of retaliation might cause an increase in the cost of food. It has been clearly shown that a small tax on corn would hardly be felt. But even if the cost of bread really were increased it would surely be better to have a slightly smaller loaf than no bread at all. The dread of retaliation by foreign nations if we ventured to impose a tax on certain products or to legislate against subsidies to shipping or bounties to industries to prevent unfair competition with our own vessels or manufactures is also a favourite bogey with "free-traders." They forget that Great Britain is not the attacking party. She is the attacked. Hitherto she has met all attacks "lying down"; Mr. CHAMBERLAIN proposes she should meet them "standing up." It is not intended either by the great British statesman that we should run a tilt against the fiscal systems of the world, but that we should merely, and instead of making one-sided commercial conventions, negotiate reciprocal commercial treaties. What Mr. CHAMBERLAIN wants, and Mr. BALFOUR wants no less, is that in future, when making commercial treaties, we should have something to bargain with.

As for Hongkong. This is a free port, and we trust it will always remain so, and that our foreign friends will for ever retain the right to come as freely as they do now and trade and reside here with privileges unabridged. But we also hope that the British Government will be placed in such a position as to be able to persuade other Governments to grant to British merchants and British ships the same advantages as have been so ungrudgingly accorded to foreign merchants and foreign vessels. At present, even here in this British Colony, British shipping is, through the subsidies paid to foreign ships by their Governments, positively handicapped in what ought to be a fair competition. Thus, on the coast and on the Canton river, foreign vessels enjoying heavy subsidies compete with colonial steamers which have to depend solely on their own earnings for the profit on capital embarked. This is surely not as it should be. Neither is it just or fair that the refined sugars of Hongkong should be kept out of the markets of Indo-China and Japan by prohibitive tariffs, while British markets are open to the products of those countries. Of course our neighbours are free to do as they like; they can raise or lower their tariff wall at pleasure; but it is surely the name of folly to shrink from an endeavour to make them see reason from dread of retaliation. "Free-traders" are obviously

frightened by this word. There is nothing to be alarmed at in it, however; it only means that the British trader has at last fully aroused, and that he does not intend in future to give everything for nothing. He wants a *quid pro quo* for what he concedes, and he will get it. Foreign Governments are not so foolish or so unreasonable as to quarrel with us because we at length have come to see that our fiscal methods are antiquated, absurd, and one-sided, and they will respect us the more when we ask for reciprocity in commerce. We do not fear competition, we have invited it, and we shall not go back on our ancient policy; but we do want that competition to be on even terms. It is because such has ceased to be the case, and that Mr. CHAMBERLAIN has timely recognised the fact, that we feel bound to rally to his standard, as we hope Britons will do throughout the length and breadth of the Empire, and wish him success in the arduous task of bringing a slow-moving nation to recognise that its fiscal policy must change with changing circumstances.

In reply to a correspondent signing himself Bat Ping Tse, we have to state that the facts are as reported in our issue of the 13th inst.

The local agents of the Hamburg-America send us two handsomely illustrated calendars for 1904, in Chinese and German style.

The Hongkong Rifle Association competition to-day will be for Spoons, commencing at 2.30 p.m. Ranges, 200, 500, and 600 yards. Seven shots and a sighter at each range.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Comrades' Guild \$400
Boarding House Keepers' Guild 100
Fresh Fish Guild 30

The N.C. Daily News Tokyo correspondent telegraphed on the 9th inst.—"The United States Minister here has received instructions to observe a benevolent neutrality. As regards vessels in harbour liberal treatment will be accorded." Next day he telegraphed—"The diplomatic ropes are pulled, and everything now is considered by the Government to be of the most serious character."

Destruction of trees and shrubs on Crown property, for the purpose of obtaining cheap firewood, is largely on the increase in Hongkong, firs, stocks, and gum notwithstanding. Yesterday the crew were again several cases of this description before the magistrates, and their workshops fined them variously from \$3 to \$5, adding several hours to the stocks.

A vagrant who appeared before Mr. T. Sercombe Smith at the Magistrate's yesterday was the wonder of the court. Tall and burly, wild-looking in appearance, with an immense mop of tangled hair, the man more closely resembled an Indian fakir than the celestial he claimed to be. His crime was sleeping in the air and having no visible means of subsistence, and a smile of ineffable content passed over his rascally countenance as the Court decreed that he must go to goal for seven days, and thereafter quit this colony for ever.

At a meeting held at the Masonic Hall, on Thursday night, under the presidency of Mr. Harry Wolfe, President of the Masonic Quadrangle Club, it was decided to give a ball in the City Hall, under the auspices of that club, on the 4th of March, as a final dance of the club's season. The dances held monthly have been most popular, and no effort is to be spared to make the closing function a brilliant success, which, as it is in the hands of the same committee that has had the arrangements of the monthly dances, there can be no doubt it will be.

L'Echo de Chine of Shanghai used to pass for a sober journal. That it is no longer so may have been gathered from some remarks and parts of articles which we have quoted from it lately. What now are we to make of this? In its issue of the 10th inst. it has a leading article headed "A New Phase of the Crisis." In 1897, it says, "if our memory is good, the English Admiral left for Port Arthur with a magnificent fleet, but never arrived there. An amiable Russian agent had left for him at Chefoo a very sweet surprise: 'We have five ships at Port Arthur, but they are very precious and each of them is worth the empire of India.' So history repeats itself, and India has its price."

A correspondent writes to us from Canton complaining of disgraceful scenes of almost daily occurrence in a certain portion of the French concession at Shanghai. He says:—"It is not my intention to reflect upon the conduct of any administrative body in the concession; my desire is to call their attention publicly to the existing state of affairs, so that measures might be taken to restrict the evil, which is growing to an extent that makes it impossible for self-respecting people to live in the neighbourhood. The area of the concession is too circumscribed to allow the respectable and the degraded elements of the community to live together. The undesirable class, if not excluded altogether, should be taught to respect the susceptibilities of their neighbours. Their presence, in any way, tends to lower the prestige of the European in the eyes of the native, who is always eager to point the finger of scorn at the failings of the foreigner."

The *Japan Times* says in a leading article that Japan cannot possibly recede from her present position without a criminal betrayal of the vital interests of the nation.

The state of affairs in the North recently is well illustrated by the following telegram in a Japanese paper, dated Chefoo, 4th January:—"The Japanese cruiser *Nanika* sailed for Esascho this morning. The Russian gunboat *Gaidamak* arrived at Chefoo from Port Arthur yesterday, probably to watch the movements of the *Nanika*."

L'Echo de Chine writes as follows concerning the rumoured orders for 250 Sherwood Foresters to proceed North from Hongkong:—"The 250 Foresters of Hongkong would certainly be a precious item to the allies, but we may be allowed to think that their number must be multiplied tenfold before, in the event of war, their bravery can make an impression on their adversaries. Those most in the know say that these valiant soldiers are to occupy the Yangtze Valley and are destined sooner or later to deliver with their brilliant uniforms the too dull thoroughfares of our international bund."

THE THEATRE.

The dates of the performances of *His Excellency* by the A.D.C. are now fixed. The first series will take place on the 10th, 11th, and 13th February. Again after the China New Year holidays the opera will be staged on the 18th, 19th, and 20th prox.—making six performances in all.

The Dallas Company's *serenade* will open on the 22nd prox.

FOOTBALL.

This afternoon, on the Happy Valley, the Hongkong Football Club will play The Wanderers under Rugby rules. Kick-off at 4.15 p.m. The club will be in stripes. The following will play for the Club:—

A. N. Other, full back; W. R. Robertson, O. J. Barnes, Lt. L. H. Crozier, and K. A. Sclanders, three-quarters; Lt. P. H. Campbell and R. D. Whitmore, halves; A. Boyd, E. R. Hallifax, Lt. M. R. Straver, Newman, Lt. E. Rogers, W. A. Crane, H. C. Sandford, and S. O. Else, forwards.

TROOPS ARRIVE AT HONGKONG.

Transport No. 4, the B.I.S.N. Co's s.s. *Dilwara*, arrived here at 8 a.m. yesterday with some 500 troops for Hongkong: 171 for the Sherwood Foresters, and the rest were divided between the A.O.C., Royal S. Artillery, and Royal Engineers. The *Dilwara* left Southampton on the 9th ult.; Singapore 8th inst.

QUOITING CLUB.

The formation of a Quoiting Club for Hongkong is now taking on the semblance of reality. Messrs. J. Caldwell & Sons, of Kilmarnock, have been communicated with, and they are sending out seven pairs ranging in weight from 6 lbs. to 9 lbs. Mr. J. Caldwell is universally recognised as one of the most if not the most expert manufacturer of quoits; he is also sending out a copy of the rules which govern the game of quoits in Britain, and under these the Hongkong Quoiting Club will be formed. A pitch has been secured on the Happy Valley opposite the Civil Service Cricket Club match, and before long the Quoiting Club will be in full swing. The new quoits are expected in about a month's time. Mr. W. S. Hudson has been largely instrumental in getting the movement set a-going. It is generally known that we have in the Colony several quoiters who have made their mark at home. Among the promoters of the Quoiting Club besides Mr. Hudson are Messrs. C. Hoggarth, D. M. McKenzie, C. Cullen, and L. E. Brett. Altogether the membership numbers about 20.

By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night. The programme is as follows:—

March..... "The Belle of Bohemia" Ord Hume
Overture..... "La Reine d'un Jour" Adam
Selection..... "The Silver Slipper" Leslie Stuart
Song "The Caterpillar and the Rose" Ed. Carey
Selection..... *Kitty Grey* Monckton
Waltz..... "April Morn" Batten
Intermezzo..... "Pendant le Bal" Gillet
"God Save the King"

Menu.
Hors D'Oeuvres
Anchovy Canapes.

Soup.
Birds'-nest.

Fish.
Boiled Garoupa a la Maitelote.

Entrées.
Roasted Chicken a la Formiere
Lamb Cutlets a l'Italienne
Cauliflower au gratin.

Joins.
Roast Sirloin of Beef and Howeradish
Roast Phasant and Bread Sauce
Boiled Corned Leg of Pork and Pease Pudding.

Collé.
Roast Wild Goose.

Salad.
Eggs.
Avocado.

Crème Pie
Strawberry Ice Cream
Topsy Cake
Cherry Tartlets.

Dessert.
Coffee.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE NORTHERN CRISIS.

[FROM OUR OWN CORRESPONDENTS.]

SINGAPORE, 15th January, 1 p.m.

DETENTION OF JAPANESE LINER
AT SINGAPORE.

The N.Y.K. s.s. *Tamba Maru* has been detained here and awaits instructions from Japan.

[The Nippon Yusen Kaisha's mail steamship *Tamba Maru* is a twin-screw vessel of 6,130 tons gross. She left Hongkong for Europe on the 9th inst.—Ed. D.P.]

THIRD TEST MATCH.

London, 15th January, 7 p.m.

AUSTRALIA'S GOOD START.

The third Test match between the M.C.C. English team and Australia commenced at Adelaide to-day. Australia won the toss and went in first. When stumps were drawn, 272 runs had been scored for only 2 wickets, Trumper scoring 113.

REUTERS' SERVICE.

JAPAN AND RUSSIA.

London, 15th January.

The Japanese reply is expected at St. Petersburg in two or three days.

TREATIES WITH CHINA.

London, 15th January.

A Japanese treaty for the opening of ports in Manchuria has been exchanged at Peking. China has assented to Mr. Conger's request for the immediate signature of a protocol at Washington, to be an equivalent of an exchange of ratifications.

LATER.

The ratifications of the Chinese-American Treaty opening Moukden and Antung have been exchanged at Washington.

THE NEW RUSSIAN SQUADRON.

London, 15th January.

The Russian cruiser *Aurora*, the armoured cruiser *Dmitri Donskoi*, and seven destroyers have arrived at Port Said. The *Dmitri Donskoi* entered the Canal, and the others will follow, on the arrival of the rest of Admiral Uretnius's squadron.

GERMAN VIEW OF THE SITUATION.

London, 15th January.

German Government circles, which have hitherto been optimistic, now regard war as a proximate contingency.

ANGLO-AMERICAN ARBITRATION
TREATY.

London, 15th January.

An influential conference of representatives from all parts of the country has been held at Washington to promote the conclusion of an Anglo-American Arbitration treaty.

THE AMOY RIOT.

The *Mercury's* correspondent says that the riot at Amoy on the 7th inst. started between a mob of 3,000 Chinese attending the races and the numerous gambling stands, alongside the race track, and the Indian policemen from Kulangan. It has been proved that the Indian police interfered with the gambling and the women. At one time the mob charged the Grand Stand, and great fear was felt for the ladies and children present, but after a run was made against them by the foreign gentlemen, armed with sticks and bars the mob scattered and order was restored. The mob pulled up the railings around the track, and used them as weapons. The Chinese officials present at the races did all in their power to quiet the mob, and great credit is due to Capt. Kang Han-chen, who is in charge of the garrison at the back of the Race Track. It was by his promptness in bringing his soldiers on the ground that the ladies and children escaped unhurt, for these soldiers escorted ladies, children and men to their boats. A good many of the foreigners were badly treated by the mob, two of them being seriously injured about their heads. The row was started by the Indian policemen and it is considered by many that the Captain Superintendent did not show sufficient tact in handling his men.

We all know that King Henry I. of England died from feasting excessively on lampreys. A somewhat similar case has lately been reported from Hungary. To win a wager a lad named Nikolaus Gagan, living at Temesvar, consumed ten pairs of large sausages, 2½ lb. of bacon, and 11½ lb. of bread. He won his bet but died immediately afterwards. The post-mortem examination showed that the heart had burst in consequence of the pressure of the over-distended stomach.

CRICKET.

H.K.C.C. v. ARMY AND NAVY XI.

The Garrison having failed to raise an XI, the H.K.C.C. will play against a combined Army and Navy team to-day, commencing at 12 (noon). The following will be the teams:—
H.K.C.C.—R. E. O. Bird, C. F. S. Cooper, J. T. Dixon, H. Hancock, R. Hancock, A. Mackenzie, E. Mast, J. E. Lee, T. E. Pearce, T. Sercombe Smith, and W. C. D. Turner.
Army & Navy XI.—Com. Watson, R.N., Lieut. Barron, R.N., Sub-Lt. Cornaby, R.N., Lieut. Goldsmith, R.N., Lieut. Chichester, R.N., Major Chichester, D.S.O., Capt. P. G. Davis, A.O.D., Capt. Radcliffe, R.E., Lt. Chesney, R.E., Lt. Heath, 110th Mah., and another.

LEAGUE MATCHES.

The H.K.C.C. Reserves will play H.M.S. *Tamari* in the Happy Valley at 2 p.m. to-day, when the following will represent the former team:—

C. P. Chater, T. C. Gray, G. Grimble, Rev. C. H. Hickling, J. Hooper, G. P. Lammert, H. A. Lammert, N. H. Rathford, S. A. Seth, P. W. Goldring (captain), and another.

The following will represent the Crispengower C.C. against the R.A.M.C. at 2.15 p.m. to-day:—

A. O. Brawn, L. E. Lammert, E. R. Herton, R. Pestonji, L. A. Rose, J. L. Stuart, J. Craik, T. L. Cross, M. E. Asger, H. C. Auston, and R. Bana.

The following will be the teams in the match Civil Service C.C. v. Parsees C.C. on the Parsees' ground at 2.15 p.m. to-day:—

Civil Service.—Hon. Dr. Altham, R. Ponsanby, G. A. Woodcock, H. T. Jackson, P. T. Lamb, W. H. Woolley, R. Wicheell, J. Doreney, F. T. Robins, L. E. Brett, and W. Pitt.

Parsees.—R. B. Cooper, J. M. Mester, K. D. Mistry, B. K. Mehta, J. A. Chiboy, J. H. Rattonji, C. B. Mowbray, N. Bejonji, J. D. Noris, D. R. Captain, and J. A. Mehta.

The following will represent the second eleven of the Civil Service C.C. in their match with the Sergeants' Mess of the Royal Artillery on the ground of the former, commencing at 2 p.m. sharp to-day:—

J. A. Wheel (capt.), A. Brown, D. J. McKenzie, H. Knight, W. T. Andrews, W. Parkinson, R. Duncan, W. Galt, S. M. Gidley, J. Huteings, and G. King. G. Gou play (Reserve).

SUPREME COURT.

Friday, 15th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (JUDGE).

CLAIM BY WATKINS LIMITED.

Mr. G. A. Watkins, of Watkins Limited, sued Captain Tripp, an unemployed master mariner, for \$30.80 in respect of goods sold and delivered. Mr. F. X. d'Almada a Castro, solicitor, appeared for the plaintiff.

Defendant when called admitted \$18.90 of the amount. But he repudiated the claim for acetated waters. "Why," he said, "I never drink whisky and soda; I always drink it with water."

His Lordship—But you have admitted part of the claim?

Defendant—Yes, your Lordship, but I do not know how I can drink two dozen bottles of soda with one bottle of whisky.

His Lordship said the defendant must pay, and gave judgment accordingly.

POLICE COURT.

Friday, 15th January.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

UNWHOLESOME FOOD.

Chan Hok was arrested for hawking food unfit for human consumption in Queen's Road West yesterday morning. The food in question consisted of a basket full of fish which when produced in court as evidence set all present choking. The fish was somewhat more than rotten, and His Worship ordered its speedy removal and destruction, the odour exuding therefrom rendering the atmosphere rather unhealthy. For attempting to sell such stuff for human food His Worship fined the man \$5, with an alternative of 2 months' imprisonment.

POLICE BOTTOMS.

Ho Wai Pong, a seaman out of employ, was found wandering about trying to sell fifteen metal bottoms of the Hongkong Police uniform pattern, being the property of E. O'Sullivan. Charged with being in unlawful possession of the bottoms, he had no valid defence to offer and was fined \$5, or 14 days' imprisonment.

ILLICIT OPIUM.

A little ten-year-old lad was charged with being in unlawful possession of a packet of opium. The boy said his parents were dead and he was living with his uncle. He was digging up vegetables in a field when he found the opium, and put it in his pocket to give the owner if he came back for it. The opium did not belong to him. The case was remanded for the presence of the boy's uncle.

DUNK AND INCAPABLE.

William Menzies, a seaman out of employ, Frederick Reynolds, a marine engineer, and William Crocker, a ship's cook, were all charged with being drunk and incapable in the public streets on Thursday night. They admitted the charges against them and each had to pay a fine of \$3.

SPORTING NOTES.

After an interlude of League cricket last Saturday, the Cricket Ground should to-day have been the scene of the return match between the H.K.C.C. and the Garrison. The latter, however, have found themselves unable to raise an eleven, and in consequence the opposition is to be furnished by a combined Army and Navy side. The Club has got a strong team together—not far off full strength in fact—and as the services seem to be a fairly powerful lot the match should be a good rehearsal for the return match against the Garrison at China New Year. But, with war rumours so thick as they now are, it is not safe to count too much on matches where our naval and military defenders are concerned. Cricketers will certainly hope for a continuance of peace.

Three League matches took place to-day, the Tamar meeting the H.K.C.C. Reserves, the R.A.M.C. the Craigengower C.C., and the Civil Service C.C. the Parkers the present holders of the "wooden spoon." The table stands thus at present:—

| | Played | Won | Lost | Drawn | Points |
|---------------|--------|-----|------|-------|--------|
| A.O.C. | 10 | 5 | 1 | 1 | 16 |
| Civil Service | 7 | 5 | 1 | 1 | 12 |
| R.E. | 7 | 4 | 3 | 0 | 8 |
| Craigengower | 8 | 3 | 3 | 2 | 11 |
| H.M.C. Tamar | 5 | 2 | 3 | 0 | 6 |
| R.A.M.C. | 6 | 1 | 4 | 1 | 4 |
| H.K.C.C. | 6 | 1 | 5 | 0 | 3 |
| Parkers | 5 | 0 | 5 | 0 | 0 |

The Association Shield matches are being left to the last fortnight of the month, with the exception of the game played last Saturday between the *Leviathan* and the *Glory*. The *Leviathan* men effected a surprise, but they well deserved their victory in a splendidly played match; they will meet the R.A. in the second round. The *Glories* do not appear up to last year's form. Four more ties remain to be decided in the first round, while the *Ocean*, *Albion*, and *R.A.* round, while the *Ocean*, *Albion*, and *R.A.* teams have the privilege of a bye. Civilians are interested chiefly, of course, in the doings of the non-service teams, but it is rather hard to form an opinion on their merits even now. The H.K.F.C. suffers from the lack of a third half to take the place of Capt. Macdonald, who this year will play for the R.A. regimental team. Darby has been taken out of the forward line to partner Bonnar and Gray, thereby weakening the forwards, who are none too strong on present form. The Club's opponents in the first round, the Naval Yard F.C., have been lying very low of late. Their early appearances were not very encouraging, but they may have something "up their sleeves." The V.R.C. should beat the *Tamar*, but the *Revers* cannot hope to survive the game against the *Sherrwood Foresters*, in spite of their win over a so-called R.E. team on Saturday last.

The principal hockey events of the past week were as follows:—On Monday the H.K.H.C. lost to the 110th Mahrattas (0-1); on Tuesday the 110th Mahrattas beat the 33rd Burma (4-0); on Wednesday the H.K.H.C. beat H.M.S. *Vengeance* (1-0); yesterday the H.K.H.C. beat H.M.S. *Leviathan* (1-0). The Club's improvement is noteworthy. On Wednesday they won in spite of being one short. They have discovered a really first-class goal-keeper in Woodman.

The R.H.K.Y. C's race for the Commodore's Cup, which proved abortive on the 2nd inst. owing to lack of wind, will be resailed at 1 p.m. to-day over the course round Cowes (port); or if the weather is unsuitable for that, over the course Mark-beat in Quarry Bay, Kowloon, Rock, East Rock, Channel Rocks (all to port).

Training for the V.R.C. scratch 4-oared races, to be held on the 30th inst., is going on. A V.R.C. "Smoker" will probably be held on the 13th of next month. It is hoped that the athletic sports will be held about the 1st of April.

Kobe entertained Yokohama at Rugby football on the 2nd inst., the visitors, with a better forward line, gaining a merited victory by 2 tries to nil. The names of the teams may be of interest. They are:—Yokohama, Mitchell (back); Wheeler, Cartwright, Kilby, Graham (three-quarters); J. E. Moss, Hayward (halves); W. S. Moss, Stuart, Ward, Strome, Kingston, W. J. White, Squires, H. B. White, (forwards). Kobe, Atkinson (back); Gillingham, Jeffrey, P. L. Spence Crane, (three-quarters); E. H. Moss, Lucas (halves); Murray, Seadmore, Kilpatrick, Spence, Cornes, Rankin, Stewart, Alcock (forwards).

The third test match commenced at Adelaide yesterday, but at the time I have heard no news of the first day's progress of events. By the way, a prominent citizen of Melbourne, whose name is for the present withheld by request, has offered a trophy, valued 250 guineas, as a permanent trophy for competition in test cricket matches between the Australian Colonies and the Mother Country.

News comes from Sussex that Ranjitsinhji has resigned the captaincy of the county eleven, and further that the leadership has been offered to Mr. C. B. Fry, who, there is every reason to expect, will accept the post. The resignation of the famous cricketer has caused great surprise in the county. Ranjitsinhji is at present in India.

Football to-day on the Club ground is under the Rugby code, the Club fifteen meeting the Wanderers, a combination chosen from the officers of the *Tamar* and the *Glory*. The Club is not at full strength.

CORRESPONDENCE

THE FISCAL QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th January.

SIR,—I am disappointed that a weightier lance than mine has not taken up the challenge thrown out by your correspondent "X" who writes so glibly of the benefits of Free Trade. In the absence of a better, I beg to come forward with an expression of views which are contrary to those which he has announced and which, I am sure, will meet with as much if not more approbation in the minds of Colonial Britishers than anything that has been written by his Radical pen. It is said of the serpent that he fascinates the bird before she falls into his jaws. In the same way "X" would fascinate us into laxity and collapse by his illustrations. What on earth have figures got to do with us who are in actual contact with hard facts, truths the most convincing, asseverations that require no more confirmation than our daily life brings us face to face with. The believers in Golden Age and his school of 50 years ago are to be found equally as much in the ranks of those who believe in Fiscal Reform as in those that advocate Free Trade. But it remains to the men who move with the times at once to admire the methods of the statesmen of half a century ago, to ponder on the new methods which our enlarged Empire demands the adoption of, and to deduce the causes of our receding pre-eminence.

To take our Colony as a basis of argument presumes a weakness of premises that a person of "X's" views would not admit. It is to take Hongkong as a basis on which to build a superstructure of such an overwhelming fabric of false issues as would smother the original base in ruins as great as those of Tyre or Sidon. What do we find in Hongkong? What but an inundation of foreign competition that approaches every day nearer and more near a predominance. Hongkong is not different from our other colonies. It is a safeguard for commerce. It is central. It commands respect of European and Asiatic alike. So do all our colonies and possessions. Then what do we find distinctive in Hongkong as apart from our other great places that fly the British flag? Ah! here, as elsewhere in the East at any rate, we find that after the expenditure of millions of British pounds and thousands of British lives, years upon years of devoted service on the part of our Civil Service and our commercial community, the alien, the foreigner, may step in with impunity and take up in the race a position with ourselves which he is ever so much more capable of advancing at the winning post, considering the fact that he enters fresh half-way round the course against our own entrants that have run the entire distance from the fall of the flag.

Hongkong does not in any way differ from other British Possessions in the East. Here you find that while the Britisher is still tending the harvest which he should reap by reason of his country's prowess the alien enters his fields by night and cuts off the heads of his grain not yet grown to full fructification. The Britisher is left with the stubble wherewith to make his bed. In the wake of the Anglo-Saxon pioneer come all sorts and conditions of men. The Greek, useless in his own country, plucks the ears of our harvests as he walks through our blood-bespattered fields. The Italian, the Belgian, the Jew, the German more than all, walk on the easy path that Britain has cut out for her children; and now, forthwith, the American, with his lord-of-all-creation rant, follows in the footsteps of his European fellow-interlopers and with them undersells the British labourer other than which there should be nothing in a British colony.

Despite the rapid reasonings of "X," there is no doubt about the lucidity of the logic that says decisively foreign shipping is making inroads on our own. Hongkong is a British port and should be maintained as such. At Kiochoan, at Kwangchow, at Dally, at Manila, vast interests are being built up which are capable in the ultimate issue of disintegrating the trade of our island. If we stand idly by and see that come about we shall be as criminally negligent as any man who ever stood behind the moon-lighter and failed to deflect as he might have done the death-dealing shotgun of the veriest fanatic who ever lay behind an Irish hedge in wait for his landlord. "X" says in effect that the increase of German shipping in our port is nothing to be alarmed about. It was J. A. Froude who said that "when things are going well with Englishmen they never look beyond the moment." It is true!

It is only when Englishmen shall have taken to heart the lesson which they so blindly ignore and which not a single colony of theirs does not iterate and reiterate through the whole course of its history—that the acquisition of new fields of colonisation must not mean that foreigners are to reap the benefits for which our country fought and shed its blood; that the half-caste question is only to be solved by an adequate payment for Englishmen's services in whatever spheres of commerce or activity they may enter into; that the European foreigner and the American foreigner look upon our easy acceptance of their emigration into and competition in our own lands with contempt and contempt; that the people of the British Empire will arrive at a true sense of their own position as viewed in the eyes of the world and will save themselves from compact with a rock on which, otherwise, the Empire will inevitably perish.

"X" quotes a lot of authorities on the Imperial side of the Fiscal Question. I believe that there are prophets greater than these. When that Britain of ours went mad

with the "Trade Wind of prosperity" which spread over our islands after the adoption of Free Trade there were those who refused to be carried along with the flood-tide. I cannot do better, I think, than to quote a passage from Froude's *Life of Beaconsfield* in conclusion. Speaking of the same period, he says:—

"Our countrymen of the last generation had confidence in themselves. They were advancing by leaps and bounds, and the advance was to continue for ever. Carlyle told them that their 'unexampled prosperity' was in itself no such beautiful thing, and was perhaps due to special circumstances which would not continue. Carlyle was laughed at as a pessimist. Yet as time goes on a suspicion does begin to be felt that both he and Disraeli were not as wrong as was supposed. The anticipated fall in wheat, though long delayed, has come at last; at last the land is falling out of cultivation, and the rents go back once more, and the labourers have lost their extra shillings. The English farmer is swamped at last under the competition of the outer world, and the peasant, who were the backbone of the country, are shrinking in numbers. The other nations, who were to have opened their ports after our example, have preferred to keep them closed to protect their own manufactures and supply their own necessities. Chimneys still smoke and engines clank, and the volume of our foreign trade does not diminish, but if the volume is maintained the profits fall, and our articles must be produced cheaper if we are to hold our ground."—Yours, etc.,

CHAMBERLAINE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th January.

SIR,—The article by "X" gives reasons for continuing our free trade policy, and in that respect is different to the platitudes and vague assertions of what might happen if we make fiscal changes, which the supporters of free trade generally bring forward as arguments. Consequently those who hold different opinions ought not to allow "X's" statements to go unchallenged. Taking the article *seriatim*, we are asked the question, "How will the new policy affect this Colony?" and "X" asserts that every article of food is imported and would have to be taxed, and very little of it comes from British sources.

It is precisely for such reason that the tax is proposed. Vegetables, dairy produce, fresh meat, and fish, can be produced within the boundaries of the Colony. Of the balance of our requirements there is very little that the British dominions cannot supply. Canada could send us flour and tinned fish; Rangoon, rice; Australia, wine and tinned meats. Such articles as champagne, olives, tobacco, &c., are in the nature of luxuries, and could bear a moderate tax. "X's" next sentence simply goes to prove that the blessings of free trade have not kept the price of foodstuffs low here; the price of local produce has increased owing to sudden greater demand; and imported goods are dearer, due to the vagaries of exchange. If instead of purchasing the produce of foreign countries we transferred our custom to British dominions there would still be no duty, so the argument of further enhanced cost of living falls to the ground; while local produce will continue to be subject to local conditions and will vary in price accordingly, duty or no duty.

We must not forget that an addition to the revenue of the Colony would not be unappreciated, and would be applied to ameliorate some of the conditions of living here, say a better water supply, reduced rates, or provision of scholastic facilities for our children.

We are told that Hongkong is not a manufacturing centre. This assertion is not quite correct; there are quite a few manufacturing of various kinds in the Colony, and would be more were it not for free trade. We have the finest labour market in the world at our doors, the natives of the neighbouring provinces are acknowledged to be born mechanics and Canton is the Birmingham of the Far East. Let us, however, admit that "X" may be right and that Hongkong is not a manufacturing centre. I will now proceed to show why it has little chance of becoming such.

The Eastern Manufacturing Co., Wanchai, after enjoying a number of prosperous years found its business declining mainly owing to Japanese competition. When the manufacture of clocks in the latter country was in its infancy duty was imposed upon imported ones, and as the factories increased their output and required no further fostering, were the duties removed? No, they were raised to the point of prohibition, and our local factory not only lost the Japanese market, but the surplus production of Japan overflows into the Chinese market, and the E.M. Co.'s occupation is easy market, and the E.M. Co.'s occupation is easy market, and the E.M. Co.'s occupation is easy market.

The Sagar Refineries are mentioned as probable sufferers if a tax be imposed on the raw material, and "not one ounce of it comes from British soil." More shame for free trade. Why are the British West Indies in a chronic state of bankruptcy—once the brightest jewels in the British Crown? The less that free-traders say about sugar the better, and I think that shareholders in the C.S.B. have thought that if they contemplate what food for thought if they contemplate what Japan has done for them. But it is proposed to tax raw materials at all? Most protected countries admit raw materials free or nearly so, if they are of such a nature as they can not produce themselves, and any duty Britain would impose would not handicap manufactures to any extent.

We now come to shipping. Because British shipping is not falling off we are to rest and be thankful. Locally there has been an increase of tonnage entering and leaving the port, but the number of British vessels has decreased by 10! whilst foreigners have increased by leaps and bounds. This in a British Colony! A few large lines add some leviathans to their fleet, while the smaller vessels employing a relatively larger number of men and spreading the flag, are crowded out by their subsidised rivals.

There is a small steamer trading between this island and the neighbouring French colonies. Formerly a British naval vessel, she was purchased by a Chinaman. According to British law she had to carry certificated captain, mate, and engineer; not necessarily British, mind you. This represented about \$1,000 per month, and the ship was not in a position to earn so much and leave a profit for the owner, so he placed her under the French flag. I am not competent to state what the French law is, but this I do know. That vessel left Hongkong not once but several times, and may be doing so regularly yet, without a single European officer, and enjoys all the privileges of a British boat in Hongkong waters. Thus we handicap our own nationals.

Why should the O. & O. boats be prohibited from taking an ounce of cargo between Honolulu and San Francisco, while the German or any other mail can carry all they can load between the British ports en route to Europe? Mr. "X" admits that the temptation to retaliate is great, and nervously asks, "Would the foreign nations meekly submit?"

Little Englishers are advised to meekly submit and to offer the other cheek when they receive a slap. We have submitted long enough. So soon as foreign nations see that we intend to fight them with their own weapons there will be no meek submission on their part, but there will be an awakening to the fact that John Bull has stirred, and we will get something like fair treatment.

That the Americans, some of them, would like to make the Philippines free, and therefore more prosperous, I gladly concede. I do not believe in Customs duties in any shape or form, but free trade is universal; duties only hamper commerce; but if all the rest of the world differs from us in such opinions after our half-century of practical application of our ideas, we are either sublimely wise or intensely pig-headed. Which is it?

We are treated to a lot of figures to show that the volume of British trade is really on the increase, though nothing near the extent of that of protected countries. Considering that British population is also on the increase, and according to "X," a figure of exports are mostly to British Colonies and dependencies, it simply means that we exploit new countries and naturally get a fair share of business from our sons who spend their energies and blood, and the home taxpayer, who finances the exploitation, gets his little bit along with the various other gentlemen from Poland and Hamburg, Trieste, and all the world over.

I contest the assertion that the working man is better off in Great Britain than in other countries. "X" asks, "Will anyone seriously contend that the lot of the labourer and the artisan in any of the great protected countries, Germany, the United States or France, is preferable to that of the same class in England?"

In Germany, from my own observation, I noticed that the working man was really very well off indeed, certainly he does not get as high wages as his English *cofrere*, but living is cheaper in spite of protection, education is cheap or free, house-rent lower. Take Essex as a working-man's town and compare it with Leeds or Newcastle, and then say who is the better off.

I cannot say as much for the French artisan; his taxes are higher, and his temperament different, and his Government not so paternal. But the American working man is incomparably better off than the British. Despite the higher prices of everything he can save as much per week as the Englishman earns, his house is fitted with bathroom with hot and cold water, he can take a trip to Europe now and then. What working-man at home can do that?

There is no reason why the 200 millions of foreign foodstuffs should not be produced within the limits of the British Empire. The unanimity of all the protectionist countries that it would be disastrous to Great Britain to adopt the same policy as themselves shows their kind and neighbourly feeling, but I "have made dots" about their disinterestedness.—Yours, etc.,

W. G. WINTERBURN.

Hongkong, 15th January.

SIR,—As I think that "X's" statement appearing in the *Daily Press* of the 14th inst. might have a tendency to cause erroneous voting at the City Hall to-morrow (Saturday) afternoon, I would like to point out that the Hongkong standpoints taken up by "X" is calculated to mislead residents who have the interests of the British Empire more at heart than the puny, so to speak, interests of Hongkong. When Britain ruled the markets of the world things were very different, and as an example of what protection can do towards empire building, take the United States, which, certainly, has made the most rapid progress in developing virgin soil in vast tracts of virgin country, is in precisely the same position; she has, moreover, strong rivals with more developed lands on every side. I consider the integrity of the British Empire at stake, for if England does not give preference to Canadian grain—and Canada is Britain's most promising colony—what in-

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. AGHEE & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL.



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

• \$28.00 PER DOZEN.

• • • \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$83.00 PER DOZEN.

Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [41]

CUTICURA OINTMENT

Purest of Emollients and Greatest of Skin Cures.

The Most Wonderful Curative of All Time

For Torturing, Disfiguring Skin Humours

And Purest and Sweetest of Toilet Emollients.

Cuticura Ointment is beyond question the most successful curative for torturing, disfiguring humours of the skin and scalp, including loss of hair, ever compounded, in proof of which a single anointing preceded by a hot bath with Cuticura Soap, and followed in the severer cases, by a use of Cuticura Resolvent, is often sufficient to afford immediate relief in the most distressing forms of itching, burning and scaly humours, permit rest and sleep, and point to a speedy cure when all other remedies fail. It is especially so in the treatment of infants and children, cleansing, soothing and healing the most distressing of infantile humours, and preserving, purifying and beautifying the skin, scalp and hair. Cuticura Ointment possesses, at the same time, the charm of satisfying for simple wants of the toilet, in caring for the skin, scalp, hair, hands and feet from infancy to age, far more effectively, agreeably and economically than the most expensive of toilet emollients. Its "Instant relief for skin-tortured babies," or "Sanative, antiseptic cleansing of the hair," or "One-night treatment of the hands or feet," or "Single treatment of the face," or "Use after athletics," cycling, sport, tennis, riding, sparring, or any sport, each in connection with the use of Cuticura Soap, is sufficient evidence of this.

Cuticura Resolvent, liquid and in the form of Cuticura Soap, are sold throughout the world. Dealers in Cuticura Soap, Cuticura Resolvent, Cuticura Ointment, and Cuticura Cream, are to be found in every city, town, and village. For full particulars, see the Cuticura Book, or send for it to the Cuticura Book Co., 127 Broadway, New York, U.S.A.

[51-6]

DR. NEWELL WILSON,

DENTIST.

Latest American methods.

Reasonable prices.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkins Building).

Hongkong, 6th November, 1903 [53]

DAVID CORSAIR & SON
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

3486]

GOSPEL HALL.

Armenial Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—

Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m.

Tuesday—Soldiers and Sailors' Bible Class

6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report

On the 15th at 11.55 a.m.—The barometer had

risen over Japan, the depression having passed

to the Pacific to the N.E. of Japan.

Pressure has increased along the China coast

and is high over N. China.

Fresh monsoon in the Formosa Channel, and

N. part of the China Sea.

Forecast:—fresh E. winds; fair.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c. should be addressed to the Manager, and should be sent to the office of publication, after that time the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 5th Rd. 12th.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TODAY (SATURDAY), the 16th instant, will be for SHOTGUNS, commencing at 2.30 P.M. Ranges: 200, 300 and 400 yards. Seven Shots and a Sigher at each Range.

M. S. NORTHGOTE, Hon. Secretary.

Hongkong, 16th January, 1904. [35]

TO LET.

BUNGALOW at Kowloon Furnished or Unfurnished, Fitted with Electric Light, with Garden and Tennis Court.

Apply to—

Care of Daily Press Office.

Hongkong, 16th January, 1904. [239]

TO LET.

GROUND and FIRST FLOORS on 60, Hollywood Road, suitable for a Store and Office or Residence. Gas and Water laid on.

Apply at—

SECOND FLOOR, on the premises.

Hongkong, 16th January, 1904. [240]

THE HONGKONG AND CHINA BAKERY CO., LD. (In Liquidation.)

THE above Company, being in Liquidation, will CEASE baking and supplying Bread, Cakes, etc., after the 31st instant.

THE HONGKONG AND CHINA BAKERY CO., LD. General Managers.

Hongkong, 16th January, 1904. [241]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE INTERPRETER for the Court in Sandakan. Must speak English, Malay and three or four Chinese dialects, say Fokien, Taichu, Cantonese.

Salary \$50.00 per month and house allowance \$10.00 per month. Second Class passage provided to Sandakan. A trial of a few months will be given, and if not satisfactory return passage paid.

Apply to—

Messrs. GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, 16th January, 1904. [242]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE SECOND CLERK for the Resident's Office at Kudat. Must speak English.

Salary \$50.00 per month and house allowance \$10.00 per month. Second Class passage provided to Kudat. Three months' notice on either side to be given.

Apply to—

Messrs. GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, 16th January, 1904. [243]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR ODESSA.

"MALAYA."

Captain Neumann will leave for the above port on or about SUNDAY, the 21st February.

For Freight or Passage, apply to—

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904. [244]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLYE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 15th January, 1904. [238]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 15th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 21st inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th January, 1904. [10-11]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 18th day of JANUARY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Shau-ki-wan, in the Colony of Hongkong, for a term of 75 years, commencing from 24th September, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Site | Registry No. | Locality | Boundary Measurements | Contents in Square Feet | Annual Rent | Upst. Price |
|-------------|-------------------------|-------------|------------------------------|-------------------------|-------------|-------------|
| 1 | Shau-ki-wan Lot No. 302 | Shau-ki-wan | 47 ft. 4 in. by 21 ft. 6 in. | 999 | 6 | 470 |

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 18th day of JANUARY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Shau-ki-wan, in the Colony of Hongkong, for a term of 75 years, commencing from 15th October, 1900, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Site | Registry No. | Locality | Boundary Measurements | Contents in Square Feet | Annual Rent | Upst. Price |
|-------------|-------------------------|-------------|------------------------------|-------------------------|-------------|-------------|
| 1 | Shau-ki-wan Lot No. 401 | Shau-ki-wan | 51 ft. 6 in. by 70 ft. 6 in. | 1,356 | 8 | 625 |

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction on WEDNESDAY, the 20th JANUARY, 1904, at 11 A.M., at the ORDNANCE DEPOT, Queen's Road East, The Following:

NAVAL ORDNANCE STORES.

OLD BRASS, GUNMETAL, COPPER, LEAD, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, FELT, CANVAS, ROPE, INTRENCHING TOOLS, OLD WOOD, PACKING CASES, BOARDING PILES and AXES STRAPS, TARGET GEAR, EMPTY BOXES, CHESTS and CRATES, &c., &c.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE.—Cash on delivery. All faults and errors of descriptions at Purchasers' risk on the fall of the hammer. All Lots to be cleared within 48 hours.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th January, 1904. [247]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamer

"MANCHURIA,"

Captain Prahl, will be ready to load on or about MONDAY, the 1st February.

For Freight or Passage, apply to—

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904. [248]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR,"

Captain Kool will leave for the above ports on or about WEDNESDAY, the 3rd February.

For Freight or Passage, apply to—

MELCHERS & CO., Agents.

Hongkong, 16th January, 1904. [249]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADEREPORT is now ready and contains—

The N. rthern Crisis.

The Trade of Yunnan.

The London School of Tropical Medicine.

Hongkong Jottings.

Hongkong Sanitary Board.

Japan and Russia.

The China Association and the Fiscal Question.

Trouble on the Canton-Fuzhou Railway.

The Fiscal Question.

Fire in Hongkong Harbour.

Canton.

Port Arthur.

Corean Notes.

Correspondence.

Supreme Court.

Crickets.

V.R.C. Four-Oar Races.

Royal Hongkong Yacht Club.

Royal Hongkong Golf Club.

Hongkong Chess Club.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 15th January, 1904. [250]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above ports on MONDAY, the 18th inst., at Noon.

For Freight or Passage, apply to—

DOUGLAS LAPEAUX & CO., General Managers.

Hongkong, 15th January, 1904. [237]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Holm, will be despatched for the above ports on FRIDAY, the 12th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th January, 1904. [250]

NOTICE.

THE date of Closing of Entries for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to TO-DAY (SATURDAY), 16th.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 28th December, 1903. [3580]

NOTICE.

IT has been suggested that a plebiscite should be taken to ascertain the views of British subjects residing in Hongkong on the Fiscal Policy now being advocated by Mr. CHAMBERLAIN, and accordingly persons interested are invited to record their opinions in the Chamber of Commerce Room at the City Hall on or before 4 o'clock in the afternoon of TO-DAY (SATURDAY), the 16th instant.

Dated the 11th January, 1904.

C. P. CHATER, EDWARD A. HEWETT, WEI A YUK, G. STEWART, HO KAI, C. W. JACKSON, H. E. POLLOCK, VICTOR H. DEACON.

WANTED.

ENGLISH SPEAKING GIRL to take charge of Little Boy during Weekday Afternoons.

Apply—

P. O. Box No. 58, Hongkong, 12th January, 1904. [173]

A HOUSE at the Peak for the Summer Months.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 15th January, 1904. [229]

PHILIPPINES.

GENTLEMAN many years residence there, thorough knowledge import and export business, is open to represent Firms in these Islands. Every satisfaction guaranteed.

Apply—

"BRITISH," Care of Daily Press Office, Hongkong, 12th January, 1904. [188]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. WENDT & COMPANY, of Victoria, in the Colony of Hongkong, Merchants, have on the 19th day of October, 1893, applied for the Registration in the Hongkong Register of TRADE MARKS of the following TRADE MARKS.

1. "A female head and shoulders wearing a hat and dressed in the modern fashion, enclosed in a circular border containing the Chinese Hong name of Messrs. Wendt & Company."

2. "A Parrot seated on the branch of a tree holding in its right claw a fruit; beneath the Parrot is an ornament with Mauresque design."

In the name of Messrs. WENDT & COMPANY, who claim to be the sole proprietors thereof.

THE TRADE MARK No. 1 has been used by the applicants since 1896 in class 32 in respect of the following goods:—

Silk ribbons.

The TRADE MARK No. 2 has been used by the applicants since 1902 in class 23 (b) in respect of the following goods:—

Cotton on reels.

A Facsimile of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

DEACON & HASTINGS, Solicitors for Messrs. Wendt & Co., The applicants.

Hongkong, 16th November, 1903. [3169]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903. [3345]

NOTICE OF FIRM.

NOTICE.

THE PARTNERSHIP hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my business will in future be carried on under the Firm name of DEACON LOOKER and DEACON.

VICTOR H. DEACON, 10, Queen's Road, Hongkong, 1st January, 1904. [117]

ENTERTAINMENT

HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a laughable farce

"TICKLISH TIMES"

will be given at the

THEATRE ROYAL, CITY HALL, TO-DAY (SATURDAY), JANUARY 16th, 1904, commencing at 9 P.M.

Prices:—

Dress Circle \$3

Stalls \$2

Pit \$1

Reserved Seats may be booked at RUBINSON PIANO CO., on and after JANUARY 11th, 1904.

Under the patronage of H.E. Mr. MAY, C.M.G., H.E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON.

Hongkong, 6th January, 1904. [143]

HONGKONG CRICKET CLUB.

1. It is proposed to organize one Dance to be given at the City Hall on TUE-DAY, the 9th FEBRUARY.

2. The Dance will be open to the Public, and its object is to raise money towards the cost of a projected new Pavilion.

3. The subscription will be \$15, but no dance will be organized unless at least 150 gentlemen subscribe.

4. The hours of dancing will be from 9.15 p.m. to 12.30 a.m., and light refreshments will be served during the dance.

5. Married subscribers will be entitled to bring either their wives and the members of their families who are not members or subscribers of the H.K.C.C., or their wives and one other guest who is not a member or subscriber of the H.K.C.C.

6. Bachelor subscribers (including married gentlemen whose wives and families are not in the Colony) will be entitled to bring two guests, not being members or subscribers of the H.K.C.C.

7. Additional guests may be invited on payment of \$5 extra for each guest.

8. Gentlemen who have already subscribed to the abandoned series of three dances will be considered to have subscribed to the Dance on 9th February, unless an intimation to the contrary is received by either of the undersigned on or before 26th January, 1904.

9. Gentlemen intending to subscribe will oblige by sending their names with the names of their guests to either of the undersigned on or before 26th January, 1904, at the Hongkong Club.

T. SERCOMBE SMITH, Chairman of Dance Sub-Committee.

T. C. GRAY, Hon. Sec. of Dance Sub-Committee.

Hongkong, 14th January, 1904. [227]

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA, 55, Peel Street, or Care of Daily Press Office.

Hongkong, 11th August, 1903. [35]

DANCING.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rossmount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly... Fee \$10 a month.

Address—

51, WONG-NEI-CHONG ROAD, (Hongkong, 1st January, 1904. [103])

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS, Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [251]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, commencing with the "COROMANDEL" from Singapore on 12th January, and Hongkong on 16th January, the Passage Rates will be by Mail steamers:—

First Saloon Second Saloon

To London \$65 \$44

To Marseilles \$61 \$42

To Brindisi \$61

Return tickets are issued at a fare and a half available for 2 years.

The proposed sailings are:—

Departure from Hongkong Connecting at Colombo

S.S. Coromandel January 16th S.S. Hindia

S.S. Bengal January 30th S.S. India

S.S. Malta February 13th S.S. Moldavia

S.S. Chusan February 27th S.S. Arcadia

S.S. Ballarat March 12th S.S. Australia

S.S. Coromandel March 26th S.S. Oceania

S.S. Simla April 9th S.S. Mongolia

S.S. Bengal April 23rd S.S. China

S.S. Malta May 7th S.S. Hindia

S.S. Chusan May 21st S.S. Marmora

Good accommodation can be arranged on booking in the connecting steamers at Colombo, which now include the new steamers Moldavia, Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers are now: To London 1st Saloon \$50, 2nd Saloon \$25.

Return tickets available for 2 years can now be issued at a fare and a half.

Return tickets available for two years are also issued home by Intermediate and out by Mail steamer or vice versa.

Rates on application.

When these steamers call at Marseilles, tickets can be issued to that port at \$46 First Saloon \$33 Second Saloon.

E. A. HEWETT, Superintendent.

Hongkong, 11th January, 1903. [3240]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong, 28th November, 1902. [11]

PUBLIC COMPANIES

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LD.

THE SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, 14, Des Vaux Road, on THIS DAY (SATURDAY), the 16th JANUARY, 1904, at 11 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, and electing a dividend and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, the 13th January, 1904, to SATURDAY, the 16th January, 1904, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th January, 1904. [130]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 20th JANUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on FRIDAY, the 15th JANUARY, to WEDNESDAY, the 20th JANUARY (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary to the Company, Limited.

General Agents for the KOWLOON LAND AND BUILDING COMPANY, LIMITED.

Hongkong, 5th January, 1904. [145]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 16th JANUARY, to WEDNESDAY, the 27th JANUARY (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary to the Company, Limited.

General Agents for THE WEST POINT BUILDING CO., LD.

Hongkong, 9th January, 1904. [182]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th JANUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

THE REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 16th JANUARY, to WEDNESDAY, the 27th JANUARY (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong, 9th January, 1904. [103]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO., Hongkong, 3rd October, 1900. [54]

AMOI ENGINEERING CO., LD, AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron Moderate charge. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. [87]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

Wm. FARLANE, Manager.

Hongkong, 15th November, 1901. [57]

YING KEE, REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for. Cakes, Confectionery, and Table Linen on hire. For Terms, apply to—

YING KEE, (First Floor) 50, Des Vaux Road Central, Hongkong, 12th December, 1903. [3434]

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on TUESDAY, the 19th JANUARY, 1904, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), SUNDAY HOUSEHOLD FURNITURE, Comprising—

WARDROBES, DINING TABLE, IRON BEDSTEADS, ONE SILK TAPESTRY COVERED DRAWING ROOM SUITE, GLASSWARE, CUTLERY and CROCKERY and ONE CARPET, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th January, 1904. [231]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, and Office Furniture. Apply, by letter, to—

BUSINESS, Care of Daily Press Office, Hongkong, 12th January, 1904. [205]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road, Price 15 cents per copy cash.

Hongkong, 22nd December, 1902. [3518]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 16th JANUARY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), TWO FIELD SPANIELS

About 3 years old (Only imported this season from England and shot over two seasons).

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th January, 1904. [301]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 16th JANUARY, 1904, at Noon, at his SALES ROOMS, Duddell Street, A CONSIGNMENT OF JAPANESE PORCELAIN.

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 15th January, 1904. [236]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 16th JANUARY, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road, AN ASSORTMENT OF JAPANESE CURIOS, OLD SATSUMA, SILVER CLOISONNE, BRONZES, ANTIMONY FIGURES, IVORY CARVINGS, ALBUMS, KAGA TEA SETS, &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 12th January, 1904. [202]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of JANUARY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Shau-ki-wan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Site | Registry No. | Locality | Boundary Measurements | Contents in Square Feet | Annual Rent | Upst. Price |
|-------------|-------------------------|-------------|------------------------------|-------------------------|-------------|-------------|
| 1 | Shau-ki-wan Lot No. 401 | Shau-ki-wan | 51 ft. 6 in. by 70 ft. 6 in. | 1,356 | 8 | 625 |

PUBLIC AUCTION.

TO BE SOLD BY ORDER OF THE MORTGAGEE, on FRIDAY, the 22nd day of JANUARY, 1904, at 3 o'clock at their SALES ROOMS, Ice House Street,

Messrs. HUGHES & HOUGH, The following VALUABLE LEASEHOLD PROPERTY in two Lots:—

Lot 1.—The VALUABLE LEASEHOLD MESSUAGES and PREMISES known as Nos. 1, 2, 3, 4 and 5, Ping On Lane situate on Island Lot No. 16 8, which are held for the residue of a term of 341 years created by the Crown Lease thereof, Crown Rent \$22.

Lot 2.—The VALUABLE LEASEHOLD MESSUAGES and PREMISES known as Nos. 25 and 27, Morrison Hill Road and Nos. 43 and 45, Bowring Street, situate on the Remaining Portion of Island Lot No. 1313, which are held for the residue of a term of 986 years created by the Crown Lease thereof. Crown Rent \$31.50.

For further particulars apply to Messrs. HUGHES & HOUGH, Auctioneers, or to

DENNYS & BOWLEY, Supreme Court House, Solicitors for the Mortgagee.

Hongkong, 12th January, 1904. [203]

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction, on SATURDAY, JANUARY 23rd, 1904, at the HILLIER STREET WHARF, Hongkong

THE S.S. "SAN CHEUNG," This vessel is a Twin screw steamer of the following dimensions and tonnage:—Length over all 200 feet; Breadth at deck level 33 feet; Depth of hold 9 feet; gross tonnage 951 tons; Nett tonnage 770 tons. She is fitted throughout with electric light, and holds a Hongkong Passengers' Certificate, and can carry 1,100 Chinese and 250 European passengers.

The vessel is to be sold with all apparatus, engines, anchors, chains, booms, masts, machinery, furniture, glass, crockery, ware, and gear, inventories of which can be seen, and particulars and conditions of sale can be obtained at the offices of JOHN HASTINGS, Esquire, the Vendors' Solicitor, No. 2, Wyndham Street, or of Messrs. CARMICHAEL and CLARKE, Consulting Engineers, or of Mr. GEO. P. LAMMERT, the Auctioneer.

Hongkong, 12th January, 1904. [204]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, and Office Furniture. Apply, by letter,

SHIPPING.

Jan. 15, CHARTER HARRISON, French str., 470 Tons, N. 15th Jan. and Singapore 3rd Jan. Ballast.—Messageries Maritimes.

Jan. 15, COROMANDEL, British str., 2,781 G. M. Montford, R.N.R., Shanghai 14th Jan. Mails and General.—P. & O. S. N. Co.

Jan. 15, DELAWA, British str., 3,570 Tons, Southampton 15th Jan. and Singapore 9th Jan.

Jan. 15, ELISABETH RICHARDS, German str., 367, A. Schenck, Bangkok 5th Jan. (H. and W. Wood)—A. Schenck, KARREIG & Co.

Jan. 15, GUYARD, British str., 2,214 J. Durke, London 25th Nov. and Singapore 14th Jan. General.—McGregor Bros. & Co.

Jan. 15, HAINA, British str., 630, A. E. Hall, Suez 14th Jan. General.—Butterfield & Swire.

Jan. 15, KINTO, German str., 1,245, Schatz, Shanghai 15th Jan. General.—Stemmen & Co.

Jan. 15, RINAD, British str., 390, Drury St. A. Wicks, Peking and Hainan 14th Jan.

Jan. 15, THETIS, British str., 3,400, J. A. C. Wilkison, from Sandakan.

Jan. 15, WOSANO, British str., 1,127, R. Malkin, Wuhu 10th Jan. General.—Jardine Matheson & Co.

Jan. 15, YOSHO, British str., 1,111, Sommer, 15th Jan. General.—Butterfield & Swire.

Jan. 15, YOSHO, Chinese str., 1,079, Pratt, Swatow 13th Jan. General.—CHINESE.

ARRIVALS.

AT THE HARBOR MASTER'S OFFICE.

Assign, German str., for Tientsin.
Kintok, British str., for Shanghai.
Lund, German str., for Kwangchow.
Matsuyama, Japanese str., for Swatow.
M. Steer, German str., for Haiphong.
Zafiro, British str., for Manila.

DEPARTURES.

15th January.
ANPING, Chinese str., for Shanghai.
CHUAN, British str., for Swatow.
HAO, German str., for Swatow.
H. O. S. N. Co., for Swatow.
KAMAKURA, Japanese str., for Kobe.
KOKUWA, German str., for Swatow.
LUGANO, German str., for Shanghai.
L. A. British str., for Tacoma.
RAJAH, German str., for Bangkok.
TANWAN, British str., for Shanghai.
VENANCE, British str., for Miss Bay.
WOSANO, British str., for Canton.

VESSELS IN DOCK.

15th January.
ABERDEEN DOCK.—Wongkai.
CAN DOCK.—U.S.A.T. Sacramento, H. G.M.S. Mower, Trolar, H.M.S. Glory, Anjo, Kansu, Nanning, Germania, D. A. Bart, Haron.
SPENCER DOCK.—Salamanca, Paul Beau, Chilli, Huan.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARATON APCAR."
Captain E. Fey, will be despatched for the above ports TO-DAY, the 16th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 12th January, 1904. [209]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
"HAITAN"
Captain Roach, will be despatched for the above ports TO-MORROW, the 17th inst., at DAY-LIGHT.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO., General Managers.
Hongkong, 15th January, 1904. [232]

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
Proposed Sailings from Hongkong, 1903.
"SIKH" 23rd Jan.
"SAGAMI" 6th Feb.
"AFRIDI" To follow.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 16th January, 1904. [1125]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"VINDOBONA."
Captain Colob, will be despatched as above on WEDNESDAY, the 20th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 13th January, 1904. [13]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION CO.'s fortnightly service to and from CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAMES | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--------------------------------------|----------------|------------|----------------|-------------------------|-----------------------|
| LONDON, &c., VIA PORTS OF CALL | COROMANDEL | Brit. str. | G. M. Montford | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | JAPAN | Brit. str. | E. P. Martin | P. & O. S. N. Co. | About 20th inst. |
| LONDON & ANTWERP | NESTOR | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 2nd Feb. |
| LONDON & ANTWERP | KINTOK | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 16th Feb. |
| LONDON & ANTWERP | MOYUNE | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 1st Mar. |
| LONDON & ANTWERP | YANTZEE | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 19th inst. |
| LONDON & ANTWERP | YANTZEE | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 19th inst. |
| MARSEILLES, LONDON & ANTWERP | SANUKI MARU | Jap. str. | W. Townsend | NIPPON YUSEN KAISHA | 23rd inst., D'light. |
| MARSEILLES, LONDON & ANTWERP | POLYNESIAN | Brit. str. | W. Townsend | MESSAGERIES MARITIMES | 26th inst., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP | P. VALDEMAR | Jap. str. | W. Townsend | MELCHERS & CO. | About 3rd Feb. |
| MARSEILLES, LONDON & ANTWERP | HAKATA MARU | Jap. str. | W. Townsend | NIPPON YUSEN KAISHA | 6th Feb., D'light. |
| MARSEILLES, LONDON & ANTWERP | RAYEN | Ger. str. | W. Townsend | MELCHERS & CO. | 20th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | AMERICA | Ger. str. | W. Townsend | HAMBURG-AMERIKA LINE | About 30th inst. |
| MARSEILLES, LONDON & ANTWERP | HAMBURG | Ger. str. | W. Townsend | SHEWAN, TOMES & CO. | 30th inst. |
| MARSEILLES, LONDON & ANTWERP | WIDEBURG | Ger. str. | W. Townsend | HAMBURG-AMERIKA LINE | 30th inst. |
| MARSEILLES, LONDON & ANTWERP | ALBIA | Ger. str. | W. Townsend | HAMBURG-AMERIKA LINE | 23rd Feb. |
| MARSEILLES, LONDON & ANTWERP | SITHONIA | Ger. str. | W. Townsend | HAMBURG-AMERIKA LINE | 8th Mar. |
| MARSEILLES, LONDON & ANTWERP | BAMBERG | Ger. str. | W. Townsend | BUTTERFIELD & SWIRE | 18th Feb. |
| MARSEILLES, LONDON & ANTWERP | KEMEN | Brit. str. | W. Townsend | SANDER, WIELER & CO. | 20th inst., P.M. |
| MARSEILLES, LONDON & ANTWERP | VINDOBONA | Aus. str. | W. Townsend | STANDARD OIL CO. | About 15th inst. |
| MARSEILLES, LONDON & ANTWERP | HUDSON | Brit. str. | W. Townsend | DODWELL & CO., LD. | About 23rd inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | CANADIAN PACIFIC R. CO. | 27th inst. |
| MARSEILLES, LONDON & ANTWERP | ATHEMIA | Brit. str. | W. Townsend | CANADIAN PACIFIC R. CO. | 10th Feb. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | BUTTERFIELD & SWIRE | 24th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 18th inst., at 4 P.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 24th inst., at 4 P.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 11th Feb. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 30th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 23rd inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 12th Feb., at Noon. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | About 21st Feb. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 19th inst., P.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | About 25th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 30th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 23rd inst., D'light. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 27th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | Quick despatch. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | About 16th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 18th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 23rd inst., 10 A.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-morrow. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-day, at 8 A.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-morrow, D'light. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 18th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-day, at 4 P.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-day, at 10 A.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 20th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 21st inst., 11 A.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 23rd inst., 10 A.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | About 22nd inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 19th inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | To-day, at 3 P.M. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | About 21st inst. |
| MARSEILLES, LONDON & ANTWERP | SIKH | Brit. str. | W. Townsend | NIPPON YUSEN KAISHA | 16th Feb., at Noon. |

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR PASSENGERS, FREIGHT, AND CARGO. AMERICAN AND SOUTH AFRICAN PORTS.

"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 16th JANUARY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, 5th January, 1904. [1]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, AND ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 26th January, 1904, at 1 P.M., the Company's Steamship "POLYNESIAN," Captain Le Colapellier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 5th January. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 15th January, 1904. [3]

"SHIRE" LINE.
FOR HAVRE, LONDON, ANTWERP AND HAMBURG.
THE Company's Steamship

"RADNORSHIRE."
Captain C. H. Burch, will be despatched for the above ports on or about SATURDAY, the 30th January.
This steamer has superior accommodation for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 6th January, 1904. [222]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at Philippine Ports).

THE Steamship
"HUDSON,"
Captain Burnett, will be despatched as above on or about the 15th instant.
For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Agents.
Hongkong, 8th January, 1904. [173]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|-----------|-------|---------------|----------------|--------------------------|
| ZAFIRO | 2540 | R. Rodger | Manila direct. | Sat., 16th Jan., 10 A.M. |
| ZULI | 2540 | R. W. Almond | Manila direct. | Sat., 23rd Jan., 10 A.M. |
| PERLA | 1880 | A. H. Nottley | | |

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 11th January, 1904. [16]

TOYO KISEN KAISHA
MANILA LINE.
Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship | Captain | Tons | Sailing Date. |
|----------------|-------------|------|-------------------------------------|
| "ROSETTA MARU" | H. S. Smith | 3376 | Thursday, 21st January, at 11 A.M. |
| "ROHILLA MARU" | Ernest Bent | 3369 | Wednesday, 27th January, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. MATSUDA, Acting Manager.
Hongkong, 14th January, 1904. [17]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO., BOSTON S. CO., BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons. | Captain. | Sailing Date. |
|------------|-------|---------------|-------------------------|
| "OLYMPIA" | 2,837 | A. Dixon | Thursday, February 11th |
| "SHAWMUT" | 2,606 | W. M. Smith | Friday, February 18th |
| "TACOMA" | 2,812 | M. Bidley | Friday, February 18th |
| "VICTORIA" | 3,502 | J. Truebridge | Wednesday, March 10th |
| "TREMONT" | 2,606 | T. W. Garlick | Friday, March 12th |

* Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 2,606 tons. About 28th January.
S.S. TREMONT 2,606 tons. About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 7th January, 1904. [7]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, &c., STEAMERS TO SAIL. REMARKS. See Special Advertisement.

SHANGHAI COROMANDEL About 16th January. Freight and Passage.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES JAPAN About 20th January. Freight and Passage.

SINGAPORE, COLOMBO, MAZAGON and BOMBAY W. H. S. Hall About 21st January. Freight only.

YOKOHAMA, VIA SHANGHAI, SOCOTRA, HAI, MOJI and KOBE C. J. Benton, R.N.R. About 25th January. Freight and Passage.

* Calling at Penang if sufficient inducement offers. For further Particulars, apply to
E. A. HEWITT, Superintendent.

Hongkong, 16th January, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|------------------------------|-----------------|------------------------------------|
| TAMSUI, VIA SWATOW AND AMOY | "DAIGI MARU" | SUNDAY, 17th January. |
| TAMSUI, VIA SWATOW AND AMOY | "DAIN MARU" | SATURDAY, 23rd January, at 10 A.M. |
| ANPING, VIA SWATOW AND AMOY | "MAIDZURU MARU" | SATURDAY, 16th January, at 8 A.M. |
| FOOCHOW, VIA SWATOW AND AMOY | "ANPING MARU" | FRIDAY, 22nd January, at 10 A.M. |

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
T. ARIMA, Manager. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|----------------|---------------|
| BAYERN | 20th January |
| SACHSEN | 3rd February |
| GERA | 17th February |
| SEYDLITZ | 2nd March |
| ROON | 16th March |
| PREUSSEN | 30th March |
| * HAMBURG | 13th April |
| PRINZ HEINRICH | 27th April |

* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 20th day of JANUARY, 1904, at NOON, the Steamship "BAYERN" of the Norddeutscher Lloyd, Captain Fomes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th January. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th January. Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th January. Contents of Packages are required. No Parcel Receipts will be signed for more than \$2.50. Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 7th January, 1904.

HAMBURG-AMERIKA LINE.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|----------|------------------------------------|------------------------------------|
| AMERICA | HAVRE and HAMBURG | On 18th Jan. Freight. |
| WURZBURG | (Calling at Singapore and Colombo) | On 30th Jan. Freight & Passengers. |
| ALBIA | (Calling at Singapore and Penang) | On 6th Feb. Freight |
| SITHONIA | (Calling at Singapore and Colombo) | On 23rd Feb. Freight |
| BAMBERG | (Calling at Singapore and Penang) | On 8th Mar. Freight. |

For Further Particulars, apply to
HAMBURG-AMERIKA LINE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| | | |
|--------------------|--------------------------------------------------------------------------------|--------------------------|
| SANUKI MARU | ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, at DAYLIGHT |
| W. Townsend | VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, at 4 P.M. |
| IYO MARU | NAGASAKI, KOBE & YOKOHAMA | WEDNESDAY, at Noon |
| M. J. Currow | | |
| KUMAGAI MARU | | |

NOTES FROM THE BOTANIC GARDENS.

There is a *Bauhinia* tree in full flower near the deer-pond which presents special interest. In the first place it is one of the fewest and most persistently flowering trees in the gardens, and its origin in the Colony moreover is mysterious. A tree was discovered some 22 years ago growing in the woods on the south-west side of the island by Frère Joseph of the Pokfulam Sanatorium, who took a cutting for the Sanatorium garden and most kindly gave a cutting from the resulting tree to the Superintendent of the Botanical and Afforestation Department a few years ago for the Botanic Gardens. The fact that no ripe fruit ever produced upon it points to an exotic origin, but so far all efforts to identify it with any known species of other countries have failed. Plants seldom appear in gardens before they are known to the botanical world, but this *Bauhinia* may form an exception and represent a new species growing in some other tropical country where it is as yet unknown and unnamed.

One of the showiest croppers in the gardens is *Bignonia venusta*, which is just coming into bloom. The flowers are nearly 3 inches long, tubular, bright orange in colour, and copiously produced at the ends of the young growths. There is a fine specimen growing on the roof of the aviary in the old garden and another on the trellis at the rose-hedge. The plant strikes readily from cuttings and these should be taken after it has finished flowering. It is a native of Brazil and has been known in England since 1816.

There are several species of orchids in flower in the No. 10 house in the nursery near the office.

THE FIRST SECTION OF THE BAGHDAD RAILWAY.

[FROM A BERLIN CORRESPONDENT.]

The recently announced understanding arrived at by the European capitalists assures the expedition building of the railway from Konak to Ereki. This section of the railway is 120 miles long, or about one-fifth of the already existing Anatolian Railway. In the course of the year 1905 traffic on this route is, according to the agreement with the Sublime Porte, to be opened. As German capitalists have taken the lead in this engineering enterprise, the construction of the railroad was given to a German firm, Messrs. Philipp Holzmann and Company, of Frankfurt-on-Main, which firm, it will be remembered, were the chief contractors for the Anatolian Railway. For the supervision of the construction the services of the well-known railway engineer, Mr. Mackinnon, have been secured. While the new line will pass for miles through a desert, it is a matter of history that, in ancient times, agriculture flourished in these regions. As in the case of the regions traversed by the Anatolian Railway, it is naturally expected that, with better means of transportation, the tilling of the soil and rearing of cattle will be revived. The engineering difficulties of this section are not considered to be very great, but will probably be somewhat greater when the projected extension to Adana and the Taurus Mountains is commenced, as beyond that range the climatic conditions, and the levelness of the Bedouin tribes will cause considerable inconveniences and interruptions. But probably in time, with the advance of the railroad, the old lands used for irrigation will be restored, for it is in those regions that the land was so fertile as to fill the ancient Greeks with wonder, the higher level of the Tigris river greatly facilitating the work of distribution of water. Where now, practically, the desert reigns supreme, paddy fields and cotton plantations will yield rich crops. And thus it is the promising returns expected from the transportation of new agricultural products, more than the already existing wealth in metallic ore, and kerosene oil wells that attracts European capital to these long neglected regions of ruin and desolation. It is fifteen years since the Turkish Government granted the first concession for building a railway from Ismid to Angora, and the whole system of the Anatolian railway, covering 640 miles, grew out of that concession, bringing about a very satisfactory economic development of the internal *villages* of Asia Minor. Whether the projected Baghdad railway will produce similar results depends, to a great extent, on the political factors in the fate of European Turkey.

THE TIBET EXPEDITION AND RUSSIAN INTRIGUES.

Some details are now filtering through from India as to the secret reasons which are, no doubt, at the back of the Indian Government's advance into Tibet. Russian intrigues are said to have been at work for some time past, and has found a staunch supporter in the Teranath Lama, who exercises considerable power throughout Mongolia, and derives his spiritual authority from Ghassa. At the same time friendly messages have been exchanged between St. Petersburg and Lhasa. In 1899 a Russian agent of Mongolian birth visited the Dalai Lama, and next year a Tibetan Mission, the head of which was officially described as "the senior Tsamto Khamba attached to the Dalai Lama of Tibet," was received in audience with great ceremony by the Tsar at Livadia. In 1901 a second Tibetan Mission was despatched to Russia, and this was given a warm welcome by the Tsar at Peterhoff. It was escorted back by a military detachment, in which were included a number of special intelligence officers. Finally rumour credited a "scientific" exploring party with an escort of Cossacks with having reached Lhasa last summer, and the Pioneer hints that a Russian Resident may already be installed there. The

general end in view is supposed to be the gradual Russification of Kashgaria and Tibet on the principle so successfully adopted in North-Eastern Persia, as a counterpoise to the Anglo-Japanese Treaty. We have definite agreements with both Russia and Tibet, which should have proved a bar to the possibility of any such intrigues. The Pamir Boundary Treaty imposes strict limitations on Russian expansion to the East; while, as far as Tibet is concerned, General Graham's small expedition of 1893, which defeated a Tibetan force and crossed into the Chumbi Valley, resulted in the convention of 1890, which bound China and Tibet to facilitate trade across the Sikkim frontier. The provisions of that Convention have never been carried out, and the Indian Government, roused no doubt by secret information as to Russian activity, is now taking active steps to enforce them. If the Pioneer is rightly informed, Russian aggression has followed exactly the same lines as forced on the Second Afghan War, when a Russian mission was received at Kabul at the same time as a British mission, under Sir Neville Chamberlain and Sir Louis Cavagnari, was stopped in the Khyber Pass. But there would be as much danger in allowing Russia to establish herself in Tibet as in Afghanistan. It is true that those mountain solitudes can never become the main route of an invasion of India; but where Colonel Younghusband's troops can penetrate in one direction, bodies of Russian troops could penetrate in the reverse direction, and we should never be safe from annoying demonstrations at critical moments. The Indian Government, however, seems determined to preserve Tibet as a "buffer state"; its position is a strong one, as it is strictly within its treaty rights; and if Russia takes overt action now, Lhasa is 1,500 miles from her advanced posts in Fergana.

With reference to the good advice given by Nepal to Tibet the Allahabad Pioneer quotes the second article of the treaty of 1886 between the two countries, which runs as follows:—"The States of Gurkha and Tibet have both borne allegiance to the Emperor of China up to the present time. The country of Tibet is merely the shrine or place of worship of the Lama, for which reason the Gurkha Government will in future give all the assistance that may be in its power to the Government of Tibet, if the troops of any other Raja invade that country."

In the preamble to the treaty occurred the following specific reference to China:—"We further agree that the Emperor of China is to be obeyed by both States as before, and that the two States are to treat each other like brothers, for so long as their actions correspond with the spirit of this treaty." It is, therefore, highly significant that Nepal regards the present proceedings of the Indian Government as being thoroughly justified.

Some details are also given as to the road which will probably be followed by Colonel Younghusband's force, and the course of action to be pursued. Khamba Jhong, where the passes leading to it will be closed during the winter, and it is for that reason that the Chumbi Valley is the finest wintering place that could be found at such an altitude, being described as a species of Himalayan Fagadine, and an ideal sanatorium for Europeans. Between Khamba Jhong and Chumbi lies the Jelep Pass, which is 14,390 feet high, and will shortly be closed by snow. From Chumbi to Gyantse, the second town in Tibet, and the ultimate object of the mission, is 110 miles; and from Gyantse to Lhasa itself is another 144 miles. It is probable, however, that no advance further than the Chumbi Valley will take place until the spring comes round. That any move at all should have been taken at such an inclement season of the year is strong evidence that the Indian Government considered there was urgent need of haste.—*Daily Chronicle*.

A NEW FRENCH PRETENDER.

Paris seems to have been amused by the appearance recently of a new Pretender, who evidently is not to be taken too seriously. A Paris correspondent writes:—"Quite a flutter of excitement has been caused by the issue of a manifesto proclaiming a new pretender to the throne of France. The circular announcing the news emanates from a body of men calling themselves the national committee of the great Royal Party of France and puts forward as claimant to the Royal title a general serving in the Spanish army, Don Francis de Bourbon, Duke of Anjou, descendant of a grandson of Louis XIV. The French people are called upon to form a new party, with this ambitious soldier at its head, the object being to save the country from its present rulers and to place a worthy monarch on the throne. The signatures appended to the delightful impudent manifesto comprise a number of men of title, generals and colonels, literary men and journalists, deputies and ex-deputies. M. Lesies, the well-known Bonapartist deputy for Gers, took steps, as soon as he was aware that he was among the signatories, to disavow his adherence to the new party, stating in the Chamber that, sooner than see the Duke of Anjou installed as ruler, he would support M. Combes the Premier, and die for the Republic. Others whose names were used have also, since written to the newspapers to state that their signatures were either used without their knowledge or obtained by fraudulent means, and the Pretender himself, either from fear of proceedings on the part of the Government in whose service he is or from the fact that he has concluded that the movement was premature, has stated that he was not responsible for the publication of the document. There the matter rests for the present.

THE PEKIN SYNDICATE, LTD.

The directors last month issued a circular giving a general statement of the work done on railway and collieries since December, 1902, to date of the most recent advices from China. The railway starts from Taokon, on the Wei River, and runs along an easy country to Tawang, 75½ miles distant, where a branch of about four miles in length will take off to the Jamsen Colliery. All the earthworks, most of the bridging and station buildings on the length to Tawang are completed, rails have been laid, a part of the ballasting has been done, and construction trains are now running along the whole length. A satisfactory site for the location of collieries in the Chingwa coalfield was selected by the chief mining engineer (Mr. Alexander Reid), and shafts are now being sunk, on which fair progress has been made. A great deal of water has been met in the sinking, and it was necessary to send out additional pumping machinery in order to cope with it. The machinery has arrived by now, and is probably erected and at work. In respect to this field, Mr. Reid writes that he is glad to be able to say that there is, fortunately, every evidence of absence of faulting and of an unbroken coalfield of enormous extent in Honan itself within the sphere of the Honan agreement. The difficulties of unwatering will probably delay the completion of the large shafts, but another shaft is now being sunk about a mile to the rise of the Jamsen, from which it is fully expected coal will be won before the larger shafts are ready. Some trials have been made in China on locomotives and marine boilers with the Honan coal, and the results have been generally satisfactory. A great feature of this coal is that there is an entire absence of smoke during combustion, its value as a fuel for naval purposes is therefore evident. With the view of consolidating British interests in the Yangtze Valley, an agreement has been entered into with the British and Chinese Corporation, Limited, under which all concessions for railways north of the Yangtze River hitherto obtained or yet to be obtained by the British and Chinese Corporation, Limited, and by the Pekin Syndicate, Limited, shall be joint; that is, such railways will be financed, constructed, and worked on equal terms by the two parties. The railway now under construction by the Pekin Syndicate from the Wei River, in Honan, to Tse-chou or other point in the Province of Shansi, is not, however, included in this agreement, nor does it extend to or affect the position occupied by the British and Chinese Corporation under the Northern Railway loan agreement. Official intimation has been received from His Majesty's Foreign Office that an arrangement has been come to with the Chinese Government under which the syndicate's railway from Taokon, in Honan, to Tse-chou, in Shansi, is to receive a guarantee from the Chinese Government on similar terms to those granted to the Russo-Chinese Bank for the Cheong-fu to Tai-yuan-fu Railway. The syndicate's agent in China (Mr. George Jamieson, C.M.G.) is now engaged in drawing up the terms of the guarantee with H.E. Sheng (Director-General of Chinese Railways).

THE TRIALS OF THE "LIBERTAD."

The *Libertad*, battleship, which was built by Messrs. Vickers, Sons, and Maxim for the Chilean navy and has since been purchased by the Admiralty, completed her official trials on the 5th ult. On a six hours' trial, during which six runs were made over the measured mile, in the Fifth of Clyde, she attained an Admiralty mean speed of 20½ knots. The trials, which were attended by Adm. Simpson, Chief of the Chilean Naval Commission in London, along with the members of his staff, and by Mr. T.E. Vickers, C.B., chairman of Messrs. Vickers, Sons and Maxim, lasted ten days and were of a searching character. The ship was loaded to her designed displacement with all her stores on board, 11,830 tons, her mean draught being 24ft. 7in.

The first of the trials consisted of a series of progressive speed runs over the measured mile on the Clyde with the view of providing scientific data. The first run was at 12 knots, and it is interesting as a measure of the cost of power to state that three knots more, 15 knots, required a doubling of the engine power, while 17½ knots involved a further addition equal to over 80 per cent. The ship subsequently proceeded on her long distance trial, the duration and power being determined by Adm. Simpson. The ship continued right down the Irish Sea as far as the Bristol Channel at 17½ knots, and the admiral then expressed his complete satisfaction with the working of the machinery and discontinued the trial. For three hours more, however, the vessel was run at a speed of 19 knots. On the full-power trial, which was specified to be of six hours' duration, the vessel steamed six times over the measured mile, and on none of the runs was the speed less than 19½ knots, notwithstanding that the weather was stormy with frequent snow blizzards. The remarkable feature of this trial was the uniformity of revolutions of the engines, the variation being only 2 per cent, and it was found at the end of the six runs that the mean speed was 20½ knots, with 158 revolutions of the machinery. This speed, of course, is in a large part due not only to the efficiency of the machinery but to the fine form of the ship, the absence of wave motion being specially notable, notwithstanding the fact that the ship has a beam of 71ft. with a length between perpendiculars of 436ft. The coal consumption on the long distance trial was 1,711lb. per i.h.p. per hour and on the six hours' full-power trial 1,731lb. per i.h.p. per hour, so that the ship proved capable of a large radius

of action, the bunker capacity being sufficient to take her at cruising speed to New York and back.

On the completion of the speed tests the vessel carried out a series of gun trials, which are exceptionally interesting in view of the heavy armament carried. She mounts four of Vickers' new 10in. guns, two in the forward and two in the after barbettes, while on the upper deck there are four 7.5in. guns in the casemates at the four corners of the main citadel, and on the main deck she has on each broadside five guns of the same calibre. She has also an exceptionally powerful auxiliary armament, including 14 4in. guns, four 6in. guns, four 8in. guns, four 10in. guns, four 12in. guns, four 14in. guns, four 16in. guns, four 18in. guns, four 20in. guns, four 24in. guns, four 30in. guns, four 36in. guns, four 42in. guns, four 48in. guns, four 54in. guns, four 60in. guns, four 66in. guns, four 72in. guns, four 78in. guns, four 84in. guns, four 90in. guns, four 96in. guns, four 102in. guns, four 108in. guns, four 114in. guns, four 120in. guns, four 126in. guns, four 132in. guns, four 138in. guns, four 144in. guns, four 150in. guns, four 156in. guns, four 162in. guns, four 168in. guns, four 174in. guns, four 180in. guns, four 186in. guns, four 192in. guns, four 198in. guns, four 204in. guns, four 210in. guns, four 216in. guns, four 222in. guns, four 228in. guns, four 234in. guns, four 240in. guns, four 246in. guns, four 252in. guns, four 258in. guns, four 264in. guns, four 270in. guns, four 276in. guns, four 282in. guns, four 288in. guns, four 294in. guns, four 300in. guns, four 306in. guns, four 312in. guns, four 318in. guns, four 324in. guns, four 330in. guns, four 336in. guns, four 342in. guns, four 348in. guns, four 354in. guns, four 360in. guns, four 366in. guns, four 372in. guns, four 378in. guns, four 384in. guns, four 390in. guns, four 396in. guns, four 402in. guns, four 408in. guns, four 414in. guns, four 420in. guns, four 426in. guns, four 432in. guns, four 438in. guns, four 444in. guns, four 450in. guns, four 456in. guns, four 462in. guns, four 468in. guns, four 474in. guns, four 480in. guns, four 486in. guns, four 492in. guns, four 498in. guns, four 504in. guns, four 510in. guns, four 516in. guns, four 522in. guns, four 528in. guns, four 534in. guns, four 540in. guns, four 546in. guns, four 552in. guns, four 558in. guns, four 564in. guns, four 570in. guns, four 576in. guns, four 582in. guns, four 588in. guns, four 594in. guns, four 600in. guns, four 606in. guns, four 612in. guns, four 618in. 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954in. guns, four 960in. guns, four 966in. guns, four 972in. guns, four 978in. guns, four 984in. guns, four 990in. guns, four 996in. guns, four 1002in. guns, four 1008in. guns, four 1014in. guns, four 1020in. guns, four 1026in. guns, four 1032in. guns, four 1038in. guns, four 1044in. guns, four 1050in. guns, four 1056in. guns, four 1062in. guns, four 1068in. guns, four 1074in. guns, four 1080in. guns, four 1086in. guns, four 1092in. guns, four 1098in. guns, four 1104in. guns, four 1110in. guns, four 1116in. guns, four 1122in. guns, four 1128in. guns, four 1134in. guns, four 1140in. guns, four 1146in. guns, four 1152in. guns, four 1158in. guns, four 1164in. guns, four 1170in. guns, four 1176in. guns, four 1182in. guns, four 1188in. guns, four 1194in. guns, four 1200in. guns, four 1206in. guns, four 1212in. guns, four 1218in. guns, four 1224in. guns, four 1230in. guns, four 1236in. guns, four 1242in. guns, four 1248in. guns, four 1254in. guns, four 1260in. guns, four 1266in. guns, four 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BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1890.

CAPITAL SUBSCRIBED Yen 25,000,000
CAPITAL PAID-UP " 10,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Nanchang
Peking

LONDON BANKERS,
THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED
THE UNION OF LONDON AND SMITHS
BANK, LIMITED

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 3 months 3 per cent.
On fixed deposits for 6 months 4 per cent.
On fixed deposits for 12 months 5 per cent.

TARO HODANANI

Hongkong, 11th September, 1903.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....\$244,37

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., J. S. H. HANSON, Esq.
CHOW TUNG SHAN, Esq., J. LAURENCE, Esq.
Chief Manager,
W. F. PLAYFAIR.

Interest for 12 Months Fixed.....12
Hongkong, 12th May, 1903.

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. B. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903.

HONGKONG & SHANGHAI BANKING CORPORATION.

AID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
C. W. DICKSON, Esq., J. A. SLOAN, Esq.
G. S. GOSWAMI, Esq., H. W. SLADE, Esq.
MICHAEL, Esq., C. A. TOMES, Esq.
SCHUBART, Esq., E. S. WHEELER, Esq.
SHOLLIN, Esq.

CHIEF MANAGER:
Hongkong—J. E. M. SMITH
Shanghai—H. M. DEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1903.

DESCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
Canton Peking
Chefoo Penang
Hankow Singapore
Houtien

The Bank purchases and receives for collection Bills of Exchange drawn on the above cities, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills counted.

INTEREST ALLOWED ON DEPOSITS.
2 per cent. on Current Account daily balances.
3 per cent. on Fixed Deposits for 3 months.

" " " " " 6 " " " " 12 " " " " " 24 " " " " " 36 " " " " " 48 " " " " " 60 " " " " " 72 " " " " " 84 " " " " " 96 " " " " " 108 " " " " " 120 " " " " " 132 " " " " " 144 " " " " " 156 " " " " " 168 " " " " " 180 " " " " " 216 " " " " " 240 " " " " " 270 " " " " " 300 " " " " " 360 " " " " " 420 " " " " " 480 " " " " " 540 " " " " " 600 " " " " " 660 " " " " " 720 " " " " " 780 " " " " " 840 " " " " " 900 " " " " " 960 " " " " " 1020 " " " " " 1080 " " " " " 1140 " " " " " 1200 " " " " " 1260 " " " " " 1320 " " " " " 1380 " " " " " 1440 " " " " " 1500 " " " " " 1560 " " " " " 1620 " " " " " 1680 " " " " " 1740 " " " " " 1800 " " " " " 1860 " " " " " 1920 " " " " " 1980 " " " " " 2040 " " " " " 2100 " " " " " 2160 " " " " " 2220 " " " " " 2280 " " " " " 2340 " " " " " 2400 " " " " " 2460 " " " " " 2520 " " " " " 2580 " " " " " 2640 " " " " " 2700 " " " " " 2760 " " " " " 2820 " " " " " 2880 " " " " " 2940 " " " " " 3000 " " " " " 3060 " " " " " 3120 " " " " " 3180 " " " " " 3240 " " " " 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